

Shipping

Shipping.

Steamers.

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG & BOMBAY.
Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
ALEXANDRIA, NAPLES, GENOA, BRISTOL
AND GENOA. ALL MEDITERRANEAN
ADRIATIC, LEVANTINE AND SOUTH AMERICAN
CAN PORTS, up to CALZAO. Taking Cargo
at through rates to PENANG GUAN
AND BACDAD.

The Steamship
Bornavia,
F. ARSALDO, Master, will
leave for SINGAPORE
ON MONDAY, 11th SEPTEMBER
AT 10.30 P.M.
TO-MORROW, the 2nd Sept., at Noon.
At Bombay the Steamers are discharging

For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.
Hongkong, September 1, 1893. 150

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Tellanon,
Captain Jackson, will
be despatched as above on a
WEDNESDAY, the 4th Sept., at 4 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 31, 1893. 150

**AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.**
(UNDER MAIL CONTRACT WITH THE
AUSTRIAN GOVERNMENT).

**STEAM FOR SINGAPORE, PENANG,
COLOMBO, CANNARA, ADEN,
SUEZ, PORT SAID.**

BRINDISI, VICO STUORE AND TRIESTE.
(Taking Cargo at through rates to) CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS.)

The Co.'s Steamship
Orion,
Captain A. ORLANDO, will
be despatched as above
on the 6th September, at Noon.
Cargo will not be received on board after
3 p.m. prior to date of sailing.
For further information as to Passages
and Freight, apply to
C. ZANELLA,
Agent.

Hongkong, August 28, 1898. 1

OCEAN STEAMSHIP COMPANY.

FOR KOBE (DIRECT).

The Co.'s Steamship
Neslor,
Capt. PORTINHO, will
be despatched as above
on THURSDAY, the 7th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.

Hongkong, August 28, 1898. 1

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Port Albert,
Capt. C. E. BIRD, U.N.

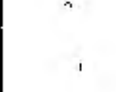
the above Port on or about FRIDAY,
8th September.

For Freight or Passage, apply to
DODWELL, CARROLL & Co.
Agents.

Hongkong, August 25, 1893.

'Shell' Line of Steamers

S.S. <i>Trocas</i>	S.S. <i>Musee</i>
" <i>Spandus</i>	" <i>Turbo</i>
" <i>Mar.</i>	" <i>Coach</i>

"Route S.S. *Dalmenouth*.
 FOR HAVRE AND LONDON,
 Taking Cargo on through Bill of Lading
 NEW YORK.

 The Next Sailing will
 be on the
FLAX,
 and SINGAPORE, on
 about 1st October.
 For Freight, &c., apply to
 SHEWAN & CO.
 Agents.
 Hongkong, August 25, 1893.

N.B.—The Steamers of this Line will be despatched monthly from Hongkong offering exceptional advantages to Shippers of perishable cargo, owing to an improved method of ventilation. Copies of rates on out-turn of cargoes may be had on application to the Agents.


Sailing Vessels.

FOR NEW YORK:

The 100 A.T. Hawaiian Barge
Feeling Bay,
 MAHANI, Steamer, will leave
 for the above Port, and
 have quick despatch.

For Freight, apply to
 SUEWAN & CO.
 Hongkong, August 4, 1885.

END NEW YORK


 The 3/3 L.I.I. Amer. B.
Freeman,
 GEBEISM, Master, will
 here for the above Port
 will have quick despatch.
 For Freight, apply to

Hongkong, August 2, 1893.

TO LET.

GODOWN in WANCHAI, No. 4, 1st East, next to the ASILE DE LA ENFANCE.
 Apply to
ARNHOLD, KARBURG &
 Hongkong, August 11, 1893.

The China Mail Co.'s s.s. *Peking*, from Glasgow and Liverpool, passed the Canal on the 30th August, and may be considered due at Singapore on or about the 18th September.

COMMONS Boys This morning took over the charge of the Naval Establishment at Hongkong from Rear-Admiral Bury Palmer, who leaves by the *Empress of India* on Wednesday next. Rear-Admiral Palmer hauled down his flag last night, and the new Commodore hoisted his broad pennant at eight o'clock this morning, when it was saluted by all the men-of-war in the Harbour.

We have received from Mr. Mok Lai Chi a copy of an issue of *The Phonetic Journal* containing 'An Adoption of Phonography to the Chinese Language in the Cantonese Dialect.' Mr. Mok Lai Chi has been at work upon this adaptation of Pictorial system for two years, and while one is bound to recognize the amount of patience and perseverance that have been displayed and the success he has accomplished, it does not so readily appear what practical value the adaptation is to assume. The greatest difficulty has been in adequately representing the 'tones,' the most important essential of the Chinese language.

MANY residents of the Far East will read with regret the death of Mr. José Loureiro, which took place at an early hour this morning, after a comparatively short illness. Mr. Loureiro was an old resident in the East, and will be remembered by his friends in Japan as well as by his numerous friends in this part of the world. He was Consul for Portugal in Hongkong for some time, and then became Consul General and Chargé d'Affaires for Portugal in Tokyo. This post he vacated when the diplomatic 'block' arose some time ago, and he has been awaiting events in Hongkong ever since. The grizzly King has put the matter at rest so far as Mr. Loureiro is concerned. Mr. Loureiro was a genial gentleman, full of reminiscences of the old days, and many friends and acquaintances will miss his pleasant greeting. He leaves a widow and family.

THE Japanese papers note that while the *Leander* lay disabled in that port, a Shanghai contemporary caused her to arrive at Hongkong in company with the *Impérieuse*, and a Hongkong paper located her comfortably in Yokohama. This (says the *Hyogo News*) is the sort of cruiser that will prove most useful in war time. No enemy could bear the worry and uncertainty of watching a couple of such ubiquitous torpedoes.

It appears that the authorities in Chicago are going to allow Seymour, the thought-reader, to carry out his extraordinary scheme of being buried alive and remaining underground long enough for a crop of barley to be grown on his grave. The coffin is made in three sections, one fitting inside the other. In it Seymour is to be buried six feet deep. The barley is to be sown on the grave immediately after the burial, and he calculates that by the time the crop has had time to grow, ripen, and be reaped, signals are to be arranged by means of which he can communicate with the soldiers guarding the grave, should anything go wrong. The general impression seems to be that if Seymour makes out the plan, being buried alive, he will probably remain underground for good.

In St. Paul's were in the moon, how much should we see of the big dome? Sir Robert Ball has not undertaken to discover a building up among the lunatics, but he has given us warning as to what we are to look for on a clear night. St. Paul's, he tells us, is not a mere structure of stone and masonry, but a vast, glowing, and ever-changing, and honest as any good Christian; it is useless to spend Christian money on people you cannot improve and cannot benefit. Tell those generous ladies and gentlemen to look after the numerous heathens in our large cities, the small and big lads in your streets, the anachronistic, communists, lawd women, gamblers, drunkards, abortionists, and such others, the unredempted masses in the very heart of redeemed and saved Christianity, and be blessed. Query: How would all the world look, according to this pattern, if all believed the Christian story?

The following anecdote is related of the late Count Takamasa Munomori:—Under the French Empire Baron Gros made diplomatic representations for the opening of certain Japanese ports to French naval vessels. The diplomat of the Mikado refused. They laughed at such language themselves, that the representative of France demanded the cause of this strange refusal. 'We would willingly,' replied they, 'accede to your demands if France, on her side, will open one of its ports.' 'Which?' 'Which?' They replied, 'Liverpool.' In this turn the French diplomat could not help smiling. 'But Liverpool is not in France,' said he, 'it is an English port.' 'Exactly, so the port you ask us to open,' replied the Japanese, 'is a port in Korea.'

'Let me have three fingers of whisky,' said the clerk of a drug store in Kansas. 'I can't,' replied the clerk, who did not know the customer. 'This is a prohibition state.' 'I can't get a drink of whisky, eh?' 'No, sir; not without a physician's prescription, when it is to be used as a medicine, and it would require some time to go to the doctor and get a prescription, in that case it might be allowable to give him whisky.' 'Do you know where I could find a snake?' was the next question. 'Why, no,' replied the clerk, greatly surprised at the query. 'Well,' commented the thirty-one, with a great deal of disgust in his tone, 'it seems to me that if this drug store had on hand for use in cases of emergency, — Harper's Monthly.

THE SANITARY BOARD.

The Sanitary Board met yesterday afternoon. The Hon. F. A. Cooper, Director of Public Works, presided, and there were present—Hon. A. M. Thomson, Acting Registrar General; Dr. Ayres, Colonial Surgeon; Mr. N. J. Eds, Mr. J. D. Humphreys, Dr. J. Cantello, and Mr. A. H. Renzie, Acting Secretary.

MORTALITY RETURNS.—Mr. Renzie reported that for the week ending August 5 the death-rate was 23.8 as compared with 18.2 in the corresponding week last year; for the week ending August 12, 22.4 as compared with 22.1; for the week ending August 19, 25.3 as compared with 19.5; and for the week ending August 26, 27.3 as compared with 21.8.

RE-DRAINING.—Mr. J. R. Crook, Sanitary Surveyor, reported unfavourably on the drains of houses at 148 and 150 Queens Road Central, 57 to 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 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